NORTHLANDS

AREA REDEVELOPMENT PLAN

Schedule "B" to Bylaw 9259
April 10, 1990

Edmonton

ACKNOWLEDGEMENTS

This Plan is the culmination of an extensive consultation process which involved the civic administration and members of the public.

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Special thanks to two key interest groups for their participation -- Edmonton Northlands who occupy the site central to this Plan area and the Borden Park Residents' Association representing the six communities neighbouring Northlands.

In addition, we appreciate input by Ward 3 Aldermen Judy Bethel and Brian Mason.

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MAP 1
Context of Northlands Plan Area in Edmonton

EDMONTON NORTHLANDS PLAN AREA

1 EDMONTON MUNICIPAL AIRPORT
2 COMMONWEALTH STADIUM
3 CLARKE STADIUM
4 CONVENTION CENTRE
5 DOWNTOWN
6 KINSMEN FIELDHOUSE
7 UNIVERSITY OF ALBERTA

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NORTHLANDS AREA REDEVELOPMENT PLAN

Introduction

The Northlands Plan area is located north and east of Edmonton's Downtown, in the inner-city along the Northeast Light Rail Transit line. Map 1 illustrates its context in the city.

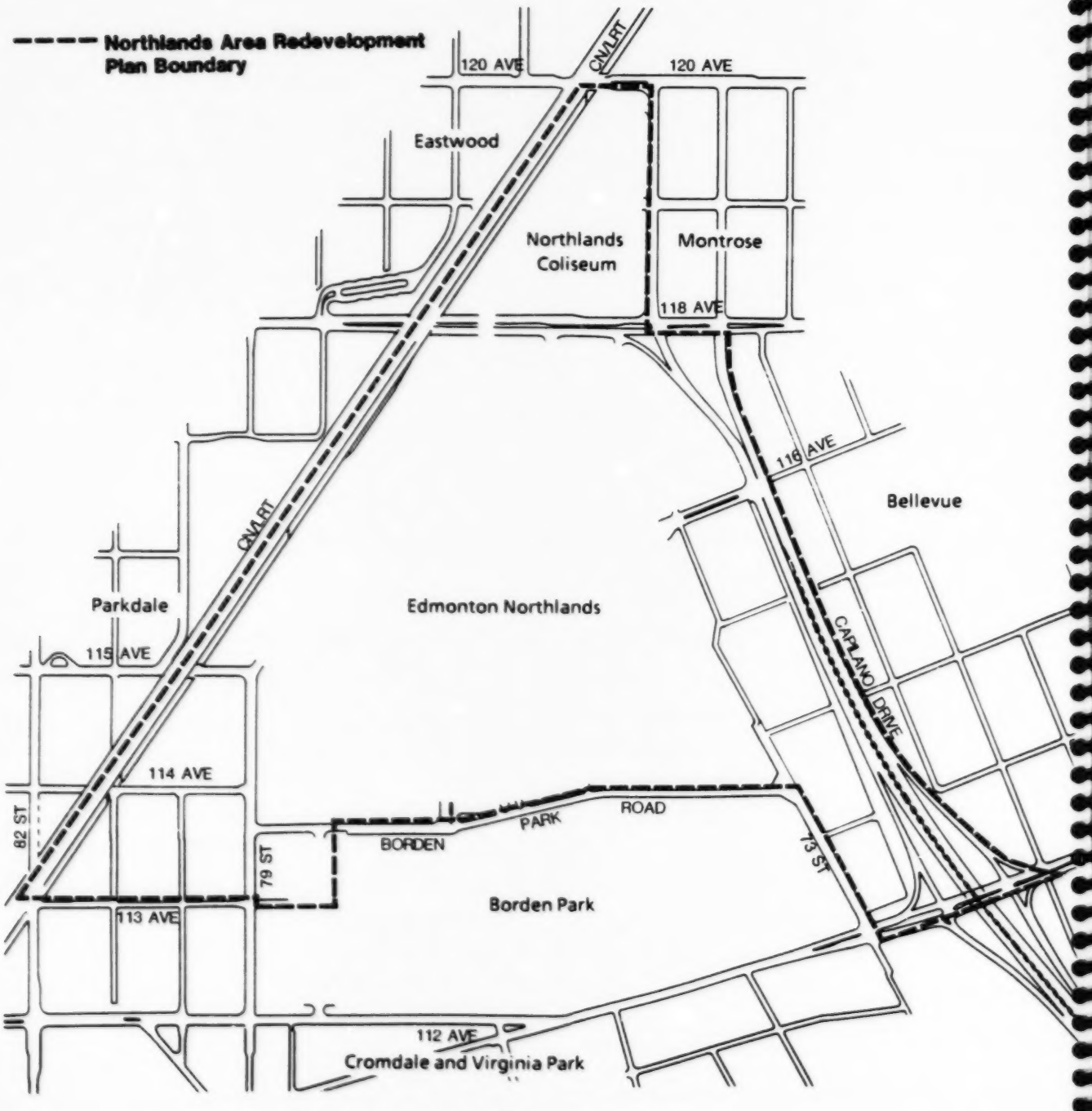
This Area Redevelopment Plan (ARP) specifically addresses those lands which make up the existing Edmonton Northlands leased site plus the West Bellevue area, a portion of North Cromdale and the north half of the Borden Park west parking lot as shown on Map 2 and described as follows:

- east of the CN/Light Rail Transit line
- south of 120 Avenue
- west of 73 Street and Capilano Drive between 120 Avenue and 112 Avenue
- north of 112 Avenue between Capilano Drive and 73 Street
- east of 73 Street between 112 Avenue and Borden Park Road
- north of Borden Park Road between 73 Street and the Borden Park West parking lot, and
- north of 113 Avenue between the eastern edge of the Borden Park parking lot and the CN/Light Rail Transit line.

On June 18, 1985 City Council directed the Administration to prepare an ARP for Northlands in consultation with Edmonton Northlands and the Borden Park Residents Association.

On November 26, 1985 City Council approved the Terms of Reference for the Northlands ARP.

MAP 2
Northlands Area Redevelopment Plan Area



Goal

It is the goal of the Northlands ARP to facilitate the continued operations of Edmonton Northlands as a major exhibition and recreation facility serving Edmonton and Northern Alberta while preserving the viability and quality of life of surrounding residential communities.

The intent of this Plan is to guide development and Northlands site expansion in the Plan Area over 15 years to reduce land use conflicts between uses at Edmonton Northlands and those in adjacent residential neighbourhoods. Edmonton Northlands growth needs are accommodated such that Northlands can continue to operate in its current location and in a designated expansion area in future, sensitive to adjacent residential community uses.

Being landowner of the Northlands site and landlord for Edmonton Northlands, the City has the additional responsibility of directing future land uses on Edmonton Northlands site in a way which maximizes site development potential, protects site users and projects a positive image of the City to the millions of residents and tourists who frequent the site yearly.

Major Planning Issues

There are four major issues addressed through this plan:

1. Expansion of Edmonton Northlands Site/Community Protection

   Edmonton Northlands has shown an interest in expanding its site into three adjacent areas - Montrose (Burns site) north of 120 Avenue, West Bellevue south of 116 Avenue and North Cromdale south of 114 Avenue.

   In an attempt to maintain a level of service which is competitive and acceptable to the demanding needs on-site, Edmonton Northlands has plans to upgrade all on-site facilities over the next 15 years. Edmonton Northlands is requesting additional lands in these three areas in order to add parking spaces and relocate some facilities such as the horse barns, the Bonanza Park and the Sportex out to the edges of the site, opening up parking areas closer to the centre of the site in closer proximity to facilities.

   Surrounding communities, through the Borden Park Residents Association, recognize that Edmonton Northlands needs additional parking but want it accommodated through better site utilization so that viable parts of surrounding communities will not be sterilized for vast surface parking lots for Northlands but can be retained for residential uses with little further impact by Northlands operations. Edmonton Northlands has been purchasing lands in West Bellevue and North Cromdale over the past 10 to 15 years. As houses have become uninhabitable the sites have been cleared. As a result these residential enclaves now comprise several vacant lots and deteriorating housing stock with Edmonton Northlands often acting as a landlord. There is uncertainty by residents in these areas as to the future of the area given Edmonton Northlands intent to add land to the existing site for expansion of exhibition and recreation facilities.

   The Montrose-Burns site is currently a largely vacant City-owned land parcel, West Bellevue is an area with a large number of Northlands-owned lots (many vacant) zoned for single detached residential development and North Cromdale is an enclave of single detached housing, some Northlands-owned with one large relatively vacant privately-owned block and a school site. Future development in these areas is the subject of debate.

2. Edmonton Northlands Event Parking/Traffic

There is a shortage of parking on-site at Edmonton Northlands. The Northlands Parking Management Study prepared for the Planning and Development Department indicates a minimum 500 parking stall deficiency in designated Edmonton Northlands parking areas (which include some off-site lots) in relation to demand during a single Coliseum event and a maximum of eight times that magnitude during multi-events (three or more). Considering only the on-site parking supply of approximately 4,000 stalls, there is a minimum requirement for 6,000 stalls for a single Coliseum event. With any event at Edmonton Northlands patron parking on local streets was observed. An increase in traffic congestion on streets in the vicinity, especially on 112 Avenue and along residential streets in West Bellevue and North Cromdale, before and after events at Edmonton Northlands was also noted. Affected neighbourhoods are concerned with the safety of pedestrians crossing 112 Avenue and 116 Avenue given the amount of traffic using the avenues en route to events at Edmonton Northlands as well as to destinations beyond the plan area and the disruption to their neighbourhood by through traffic using local residential streets. The location of Edmonton Northlands parking, access and egress to its site as well as major roadway plans such as the extension of Capilano Drive will affect traffic patterns and land uses in the Plan area.

3. Borden Park

Edmonton Northlands has, in the past, used portions of Borden Park and Borden Park Road during Klondike Days. Through a current agreement with the City, Edmonton Northlands also manages the Borden Park east and west parking lots during Edmonton Northlands events and charges Northlands patrons to park in them. Conflicts occur when there is overlapping demand for these park facilities by both Edmonton Northlands and Borden Park patrons. People who are not patronizing Northlands but are using the park's facilities are not to be charged to use the parking lots. Arrangements with Northlands, community use of the park, park land requirements, safety of park users, pedestrian access to the park and appeal of the park re: landscaping parking lots and edge treatment are concerns.

4. Image and Appeal of Edmonton Northlands Site

Edmonton Northlands has recognized a need to increase the appeal of its existing site as an attractive world class facility. Utilization of the site in terms of the relationship of buildings to open spaces and functions on-site are being looked at. Enhancing pedestrian movement on site with identifiable walking routes to and between facilities, landscaping and protection from inclement weather are improvements yet to be realized.

In addition, uses on site are not adequately screened or buffered from adjacent residential community uses around the site and entrances to the site are not all prominently displayed. As a result, operations on site conflict with residential and park uses adjacent to its edges.

Land Use Principles

The following major principles are the driving force behind the Land Use Concept for the Northlands ARP:

1. Endorse limited expansion of Northlands site to ensure continued operation of facilities;

2. Realize Northlands site potential by concentrating development proposals on-site in a central location and locating parking facilities on the periphery;

3. Accommodate current and future parking needs on-site at Northlands;

4. Move people easily through the site from designated parking lots to activity nodes;

5. Maximize use of existing services in the area, especially utility infrastructure and the Light Rail Transit system;

6. Create a well defined, buffered edge between Northlands site and adjacent uses;

7. Separate Northlands related traffic from residential street and Borden Park traffic; and

8. Identify design elements for Northlands' site that may contribute to the desired image of Northlands as a world class facility while protecting adjacent non-Northlands uses.

MAP 3
General Concept for the Northlands Plan Area

Edmonton Northlands Site

- develop site as major recreation/exhibition/tourist centre
- emphasize major public vehicular access to site off Capilano Drive, secondary public vehicular access at 73 Street and GRANDSTAND service entrance at 115 Avenue and 79 Street
- concentrate development in centre of site with parking around the periphery linked with pedestrian features
- identify potential to intensify uses on site and potential for on-site parking structures
- landscape edge of site with additional berming where adjacent to residential communities
- provide attractive pedestrian connections from LRT Station to facilities on-site

West Bellevue Expansion Area

- endorse Northlands interest in expanding site into West Bellevue to accommodate on-site parking facilities
- retain mature trees when possible and provide buffering along edges of site especially along 112 Avenue next to other community uses
- attract Northlands traffic off of 112 Avenue to use 73 Street entrance
- move Northlands entrance gate east on Borden Park Road to 73 Street

North Cromdale Expansion Area

- endorse Northlands interest in expanding site into this area north of 113 Avenue to accommodate on-site parking, storage and horse exercise uses
- retain mature trees when possible and provide buffering along edges of site and parking lot especially along 113 Avenue next to other community uses
- attract Northlands traffic off of 112 Avenue to use 79 Street
- sign and landscape parking lot

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The Northlands Land Use Concept

This concept stresses the central focus of the area, the Northlands site, as a major attraction in Northern Alberta. It emphasizes the need for Northlands to expand operations in its current location, add parking facilities and allow a host of on-site physical improvements Edmonton Northlands proposes. The concept concentrates on utilization of the site reorientating parking areas to the periphery of the site with development and intensification of uses located central to the site. This approach maximizes site development potential in future.

With care given to on-site redevelopment under the principle of low intensity uses located on the periphery of the site and landscaping treatment around the site's edges, adjacent neighbourhoods will be better protected from Northlands impacts in terms of land use, traffic, operations and visual appeal. Thus Northlands land use needs are met in a way which is more compatible next to residential communities.

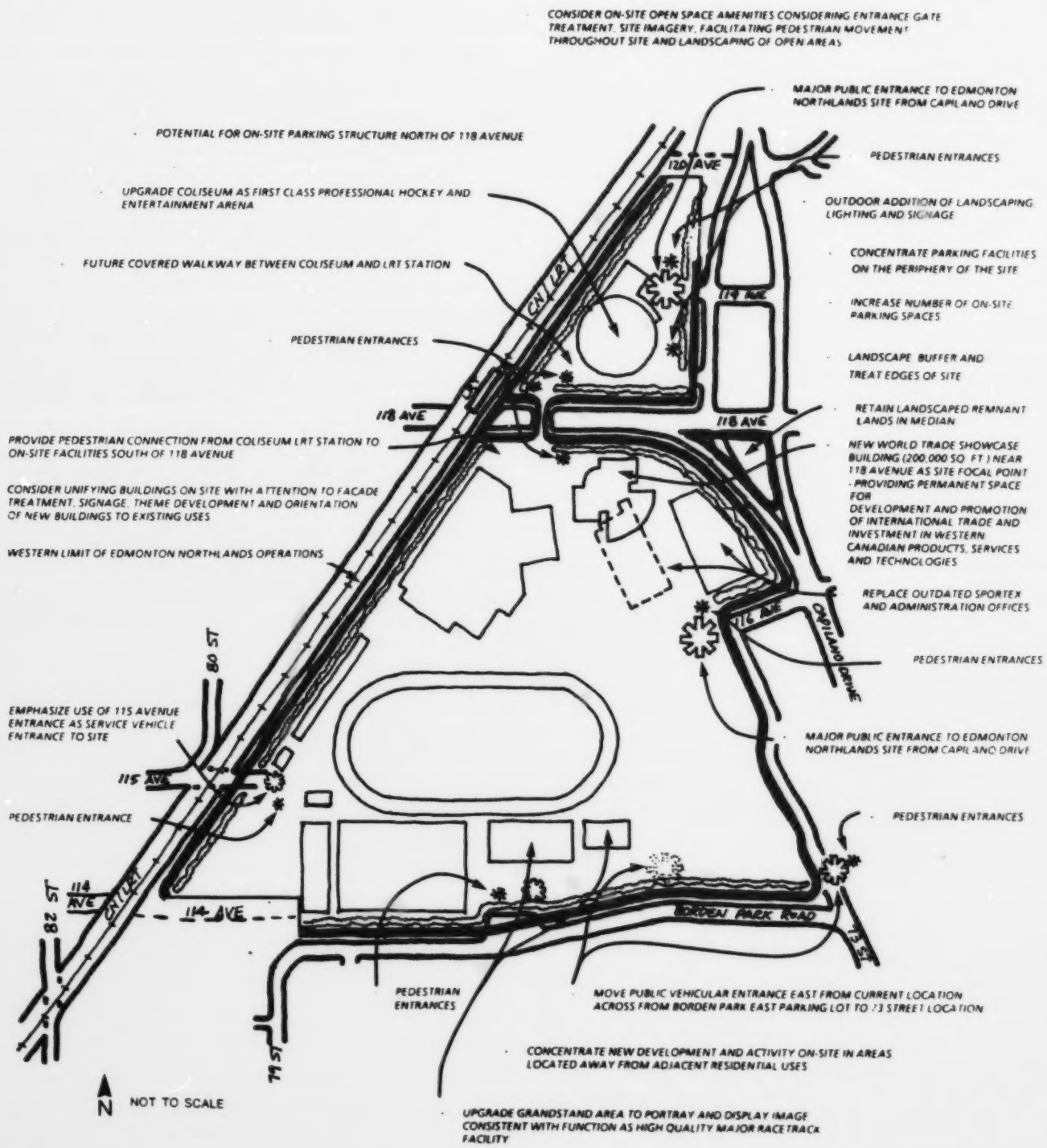
The General Concept for the Northlands Area Redevelopment Plan is shown on Map 3.

Areas of Change

The Northlands Area Redevelopment Plan addresses two areas of major land use change - West Bellevue and part of North Cromdale. West Bellevue which was described earlier as mainly an isolated single detached residential area is identified as a suitable expansion area for Northlands, to be consolidated with the existing Edmonton Northlands site for exhibition purposes (mainly as a patron parking area). Three blocks of North Cromdale, north of 113 Avenue which currently contain the roller rink site and single family housing with a few vacant lots dispersed through it is also identified as an expansion area for Northlands, to be consolidated with the existing Edmonton Northlands site for exhibition purposes (mainly as a parking and storage area). A portion of the existing Borden Park west parking lot is also included in the North Cromdale expansion area.

The following sections of this report are the Planning Objectives, Policies and Action statements for the Northlands ARP. They are divided into four areas - the Existing Northlands Site, the West Bellevue Expansion Area, the North Cromdale Expansion Area and Northlands ARP Monitoring.

MAP 4
Concept for Existing Northlands Site


CONSIDER ON-SITE OPEN SPACE AMENITIES CONSIDERING ENTRANCE GATE TREATMENT, SITE IMAGERY, FACILITATING PEDESTRIAN MOVEMENT THROUGHOUT SITE AND LANDSCAPING OF OPEN AREAS
MAJOR PUBLIC ENTRANCE TO EDMONTON NORTHLANDS SITE FROM CAPILANO DRIVE
POTENTIAL FOR ON-SITE PARKING STRUCTURE NORTH OF 118 AVENUE
PEDESTRIAN ENTRANCES
UPGRADE COLISEUM AS FIRST CLASS PROFESSIONAL HOCKEY AND ENTERTAINMENT ARENA
OUTDOOR ADDITION OF LANDSCAPING LIGHTING AND SIGNAGE
FUTURE COVERED WALKWAY BETWEEN COLISEUM AND LRT STATION
CONCENTRATE PARKING FACILITIES ON THE PERIPHERY OF THE SITE
INCREASE NUMBER OF ON-SITE PARKING SPACES
PEDESTRIAN ENTRANCES
LANDSCAPE BUFFER AND TREAT EDGES OF SITE
RETAIN LANDSCAPED REMNANT LANDS IN MEDIAN
PROVIDE PEDESTRIAN CONNECTION FROM COLISEUM LRT STATION TO ON-SITE FACILITIES SOUTH OF 118 AVENUE
NEW WORLD TRADE SHOWCASE BUILDING (200,000 SQ FT.) NEAR 118 AVENUE AS SITE FOCAL POINT - PROVIDING PERMANENT SPACE FOR DEVELOPMENT AND PROMOTION OF INTERNATIONAL TRADE AND INVESTMENT IN WESTERN CANADIAN PRODUCTS, SERVICES AND TECHNOLOGIES
CONSIDER UNIFYING BUILDINGS ON SITE WITH ATTENTION TO FACADE TREATMENT, SIGNAGE, THEME DEVELOPMENT AND ORIENTATION OF NEW BUILDINGS TO EXISTING USES
WESTERN LIMIT OF EDMONTON NORTHLANDS OPERATIONS
REPLACE OUTDATED SPORTEX AND ADMINISTRATION OFFICES
PEDESTRIAN ENTRANCES
EMPHASIZE USE OF 115 AVENUE ENTRANCE AS SERVICE VEHICLE ENTRANCE TO SITE
MAJOR PUBLIC ENTRANCE TO EDMONTON NORTHLANDS SITE FROM CAPILANO DRIVE
PEDESTRIAN ENTRANCE
PEDESTRIAN ENTRANCES
PEDESTRIAN ENTRANCES
MOVE PUBLIC VEHICULAR ENTRANCE EAST FROM CURRENT LOCATION ACROSS FROM BORDEN PARK EAST PARKING LOT TO 73 STREET LOCATION
CONCENTRATE NEW DEVELOPMENT AND ACTIVITY ON-SITE IN AREAS LOCATED AWAY FROM ADJACENT RESIDENTIAL USES
UPGRADE GRANDSTAND AREA TO PORTRAY AND DISPLAY IMAGE CONSISTENT WITH FUNCTION AS HIGH QUALITY MAJOR RACETRACK FACILITY
120 AVE
119 AVE
118 AVE
118 AVE
116 AVE
CAPILANO DRIVE
80 ST
115 AVE
114 AVE
82 ST
114 AVE
CN LRT
CN LRT
BORDEN PARK ROAD
73 ST
79 ST
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NORTHLANDS AREA REDEVELOPMENT PLAN
OBJECTIVES, POLICIES AND ACTION STATEMENTS

Existing Northlands Site

Edmonton Northlands Site Objectives

1. To confirm Northlands existing site of operation, define appropriate functions and land uses for the site and address facility expansion needs.

2. To develop parking standards for any future development on-site covering such things as parking areas, access design, separation space and screening of parking.

3. To create, consolidate and define entrances to Northlands site and channelize vehicular access to the site.

4. To support use of public transit to and from Northlands site.

5. To provide for orderly and timely redevelopment on-site.

6. To minimize negative impacts of Northlands on Borden Park and the surrounding communities.

7. To ensure a police presence in the Northlands area during Klondike Days and other major on-site events.

These objectives deal with the existing Northlands site. The site is triangular in shape and physically restricted by the CN/Light Rail Transit (LRT) line and Capilano Drive. Recognizing these limitations there are development and operational opportunities for the site that if effectively implemented, will project a positive image of Northlands as a unified major exhibition and recreation complex with minimal impact on adjacent non-Northlands uses. Appropriate land uses, layout of the site, parking arrangements, entrance and edge treatment, site access and major event operations are topics addressed through the following policies. Details of the Concept for the Existing Northlands site are illustrated on Map 4.

Edmonton Northlands Site Policies

1. Northlands may continue to operate within the current leased site generally described as a City owned triangular parcel of land approximately 50 hectares in size located east of the CN/LRT line, south of 120 Avenue, west of Capilano Drive between 120 Avenue and 116 Avenue, west of 73 Street between 116 Avenue and Borden Park Road, north of Borden Park Road to 79 Street and north of 114 Avenue (as shown on the concept map).

2. Primary functions suitable for the Northlands site are sporting events (Coliseum and Racetrack), trade/craft shows and concerts (Agricom, Trade Showcase, Sportex), Klondike Days related activities (Chilkoot Mine, Golden Garter, Silver Slipper) and administrative functions (Administration Office).

3. Northlands will concentrate any new facilities and expansion of facilities in the central portion of the site located furthest from residential areas and will demonstrate how facility proposals least impact areas adjacent to their site (see redevelopment guidelines contained in this document).

The intent of these policies is to allow Northlands to carry out its operations on-site east of the CN/LRT line provided new facilities do not negatively impact adjacent non-Northlands uses.

4. Any improvements on-site will incorporate design elements that unify uses on-site and add to the overall desired image of Northlands as a first class exhibition and recreation complex considering building and open space relationships, open space treatment, landscaping, pedestrian links, signage, lighting and scale of development (see redevelopment guidelines contained in this document.

The intent of this policy is to encourage design of the site to project a positive overall image of Northlands, create an environment conducive to pedestrians and provide common elements throughout the site.

5. Any facility expansion proposals by Northlands must indicate how people are moved easily through the site especially from parking areas to activity nodes (see redevelopment guidelines contained in this document).

6. Northlands will provide any new on-site parking facilities in designated peripheral parking lots that are attractively landscaped, adequately lit, separately identified from other uses on-site and screened around the edges where they meet the CN/LRT line, residential areas and park uses (see redevelopment guidelines contained in this document).

The intent of these policies is to make parking areas identifiable, accessible and attractive to the visiting public as well as screened from adjacent neighbourhoods.

7. Major public vehicular access points to Northlands will be at the 119 Avenue and 116 Avenue entrances off of Capilano Drive, minor public vehicular access points will be at 73 Street north of Borden Park Road and at the Grandstand

entrance off Borden Park Road; service entrances to the site will be at 115 Avenue east of the CN/LRT line and at 79 Street north of 114 Avenue.

8. Pedestrian entrances will be provided by Northlands at all major and minor public vehicular access points plus at LRT Station locations and bus/taxi drop off points along Capilano Drive, 118 Avenue and Borden Park Road.

9. Northlands will be responsible for directing traffic to on-site parking areas, through entrance gate features located within the boundary of the Northlands site.

The intent of these policies is to draw vehicular and pedestrian traffic to the Northlands site in locations removed from adjacent residential areas and to present attractive gateway entrances to the site which also help to attract and orientate site visitors.

10. Northlands will treat the entire edge of its site with landscaping, screening and berming with additional attention to buffering uses adjacent to residential and park areas outside of its boundaries.

The intent of this policy is to present an attractive edge to Northlands' site and buffer the site from adjacent uses.

11. The City will conduct a detailed urban design review of the CN/LRT corridor along the western edge of Northlands site including the Coliseum Station and abutting lands as part of a corporate approach to improve the appearance of the entire CN/LRT corridor. Furthermore, the Civic Administration will consult with CN, Northlands and affected communities to determine the following:

    . the nature of improvements that can/should be implemented including the construction of an LRT stop to the south of the Coliseum Station; and
    . the method of cost sharing improvements identified under this review.

12. Northlands will consider environmental improvements on-site that protect pedestrians who walk from the Coliseum LRT Station and bus stops to facilities such as the Coliseum, Agricom and Grandstand.

13. The City will meet with Northlands to determine measures that may be used to promote transit ridership to and from Northlands events such as combining event and transit fare into the price of event tickets.

The intent of these policies is to beautify the LRT corridor, promote the use of transit serving Northlands and facilitate pedestrian access to transit stops/station locations.

14. The Police Department will continue to liaise with Northlands in order to police the Northlands area during Klondike Days and other days that major site events take place according to schedules submitted by Northlands.

The intent of this policy is to ensure that continued police protection is provided to site users and adjacent residential communities during major crowd generating events at Northlands.

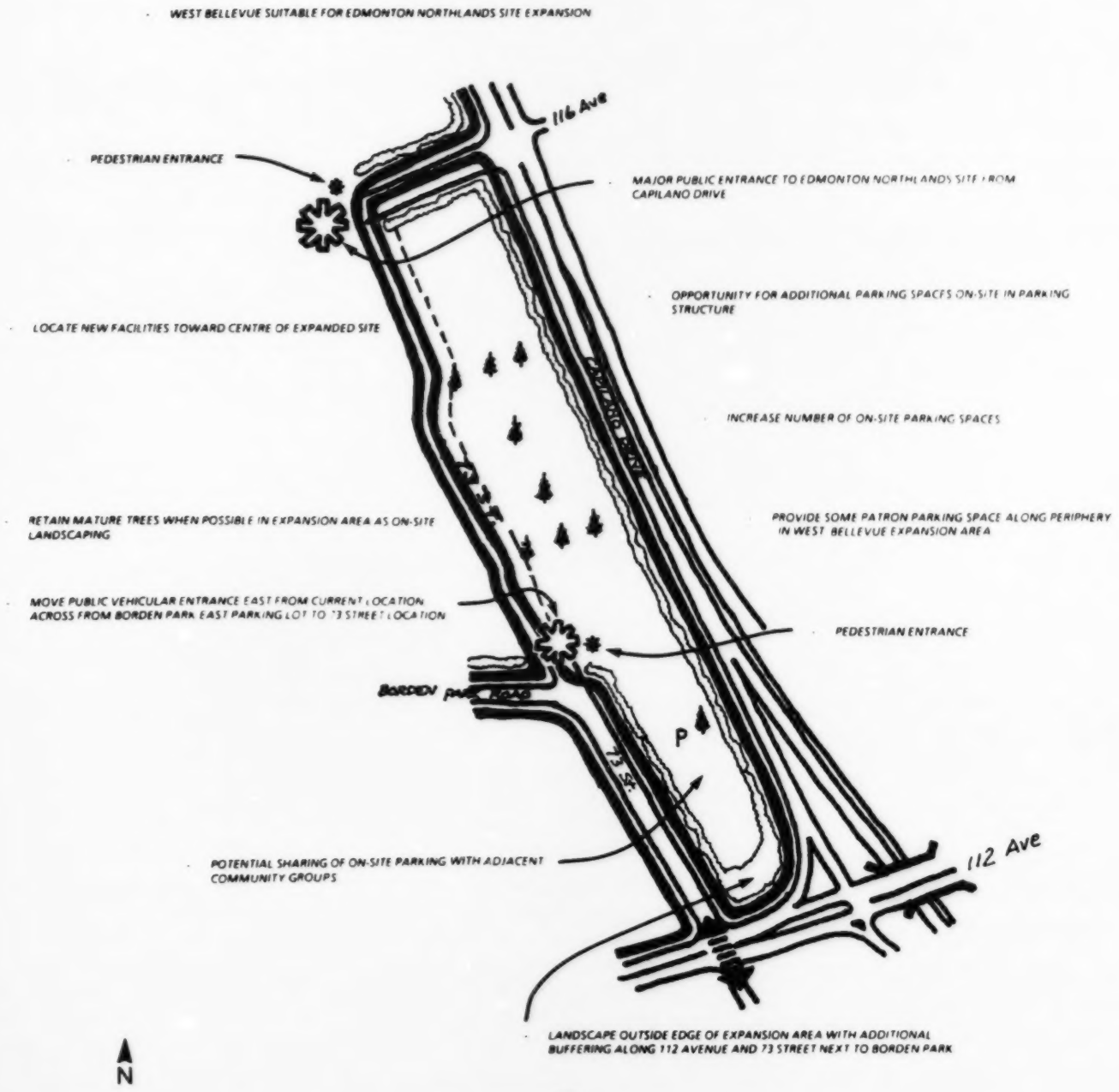
Edmonton Northlands Site Actions

In order to implement these policies the following actions must be taken by the parties identified. Implications on timing and budget are also outlined.

Policy Reference	Action	Responsible Party	Timing & Budget
1 & 2	Northlands existing site remain districted US (Urban Services) District and DC5 (Site Specific Development Control) District to accommodate Northlands existing area of operation	Planning & Development Department	Automatically with approval of this ARP (1990)
3, 4, 5, & 6	Review on-site proposals for conformity with redevelopment guidelines of the US (Urban Services) and DC5 (Site Specific Development Control Districts (contained at back of this Plan)	Planning & Development Department	Upon receipt of proposals by Northlands (ongoing)
6	Designate new parking lots on periphery of Northlands site	Edmonton Northlands	Immediately (1990)
6	Design parking areas with landscaping and buffering	Edmonton Northlands	Upon designation of parking lots, subject to Northlands Annual Capital Budget Submission (Ongoing 1990 - 1995)
7, 8 & 9	Improve public gateways and pedestrian entrances to the site	Edmonton Northlands	Subject to Northlands Annual Capital Budget Submission (Ongoing 1990 - 1995)

Policy Reference	Action	Responsible Party	Timing & Budget
7, 8 & 9	Move Northlands directional traffic sign on 112 Avenue from Borden Park parking lot location to 79 Street at 112 Avenue	Transportation Department	Immediately (1990)
10	Buffer and screen entire edge of Northlands site	Northlands	As improvements are proposed for the site (Ongoing phase in 1990 to completion 2005)
11	Conduct detailed urban design review of CN/LRT corridor within plan area determining improvements that can/should be implemented including the construction of an LRT Stop between the Coliseum and Stadium LRT stations.	Transportation Department (Transit Division) in consultation with Parks and Recreation and Planning and Development Departments, Northlands and Canadian National	In conjunction with overall Northeast CN/LRT Beautification Program; Capital Budget estimate of $.6M (1990 on)
12	Provide pedestrian links to Coliseum LRT Station and bus stops	Northlands	At time improvements are made to Coliseum, Agricom, Grandstand and other facilities (Ongoing)
13	Meet with Northlands to determine measures that promote transit ridership to events	Transportation Department in consultation with Northlands	Upon approval of this ARP (1990 and Ongoing)
14	Continue to police the Northlands site and neighbouring areas during major Northlands events	Police Service	Ongoing

MAP 5
Concept for West Bellevue Expansion Area


WEST BELLEVUE SUITABLE FOR EDMONTON NORTHLANDS SITE EXPANSION
116 Ave
PEDESTRIAN ENTRANCE
MAJOR PUBLIC ENTRANCE TO EDMONTON NORTHLANDS SITE FROM CAPILANO DRIVE
OPPORTUNITY FOR ADDITIONAL PARKING SPACES ON-SITE IN PARKING STRUCTURE
LOCATE NEW FACILITIES TOWARD CENTRE OF EXPANDED SITE
INCREASE NUMBER OF ON-SITE PARKING SPACES
RETAIN MATURE TREES WHEN POSSIBLE IN EXPANSION AREA AS ON-SITE LANDSCAPING
PROVIDE SOME PATRON PARKING SPACE ALONG PERIPHERY IN WEST BELLEVUE EXPANSION AREA
MOVE PUBLIC VEHICULAR ENTRANCE EAST FROM CURRENT LOCATION ACROSS FROM BORDEN PARK EAST PARKING LOT TO 73 STREET LOCATION
PEDESTRIAN ENTRANCE
BORDEN PARK
P
73 St.
112 Ave
POTENTIAL SHARING OF ON-SITE PARKING WITH ADJACENT COMMUNITY GROUPS
LANDSCAPE OUTSIDE EDGE OF EXPANSION AREA WITH ADDITIONAL BUFFERING ALONG 112 AVENUE AND 73 STREET NEXT TO BORDEN PARK
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West Bellevue Expansion Area

West Bellevue Expansion Area Objectives

1. To define appropriate future land uses for West Bellevue and identify potential Northlands site expansion areas.

2. To develop standards for parking areas covering location, access, design, separation space and screening of parking.

3. To create, consolidate and define entrances to Northlands' site and channelize vehicular access to the site.

4. To ensure that existing and future Northlands uses do not negatively impact Borden Park facilities and the adjacent residential neighbourhoods of Virginia Park and Bellevue east of Capilano Drive.

5. To develop a transition strategy that addresses the future area of operation in West Bellevue intended for Northlands.

These objectives and following policies treat West Bellevue as a natural expansion area for Northlands site to accommodate a need for additional on-site parking facilities thereby reducing the amount of parking in adjacent neighbourhoods. West Bellevue is an isolated four block single detached residential area impacted during any event on-site at Northlands. It is physically separated from the rest of the Bellevue community by Capilano Drive. Appropriate land uses, parking arrangements, entrance and edge treatment, site access and a transition strategy for redevelopment are addressed under the following policies. Details of the Concept for the West Bellevue Expansion Area are illustrated on Map 5.

West Bellevue Expansion Area Policies

1. The entire West Bellevue area (as shown on the concept map) will be treated as a potential Northlands site expansion area primarily intended to provide additional on-site parking facilities for Northlands events.

2. Northlands will designate parking areas on the periphery of the expanded Northlands site in West Bellevue and will indicate how people are moved easily between the parking areas and activity nodes on-site (see redevelopment guidelines contained in this document).

3. At the time Northlands submits development applications for parking facilities to the City the City will consider redistricting sites from RF1 (Single Detached) District to DC5 (Site Specific Development Control) District for parking purposes (see redevelopment guidelines contained in this document).

4. Northlands will develop parking facilities in West Bellevue in the form of parking structure(s) and surface lots, attractively landscaped using existing mature trees where possible, adequately lit, identified separately from other uses on-site and screened around the edges with additional berming provided along 112 Avenue (see redevelopment guidelines contained in this document).

The intent of these policies is for Northlands to respond to facility parking needs with site expansion in West Bellevue in attractive on-site parking facilities clearly located and identifiable on the site periphery.

5. Any uses other than parking that Northlands develops in West Bellevue will be orientated toward the interior of the site located close to the centre of the site away from adjacent Borden Park and residential uses and Northlands will demonstrate how facility proposals least impact areas adjacent to the site (see redevelopment guidelines contained in this document).

The intent of this policy is to protect adjacent development from potential Northlands impacts by concentrating development on-site and away from adjacent residential and park use areas.

6. Northlands destined traffic will be directed along Capilano Drive to use public entrance gateways at 116 Avenue and at 73 Street north of Borden Park Road.

The intent of this policy is to draw vehicle and pedestrian traffic to the Northlands site in locations well removed from adjacent residential uses and to present attractive gateway entrances to the site which also help to orientate visitors.

7. The Planning and Development Department will meet with Northlands to develop a Plan and Strategy for the timely and orderly expansion of Northlands' site in West Bellevue.

8. At the time Northlands acquires enough West Bellevue residential properties to add to its site, it will submit redistricting, road closure and subdivision proposals to the City which demonstrate the least amount of impact on adjacent residential development, in accordance with the plan and strategy formulated through Policy No. 7 (above).

The intent of these policies is to assist Northlands with an orderly and timely transition of the area from residential uses to expanded site uses.

9. The Transportation Department will consult with the community and Northlands to determine appropriate improvements to the 116 Avenue and Capilano Drive intersection in terms of addressing Northlands traffic flow, pedestrian safety and traffic on residential streets east of Capilano Drive.

10. The Transportation Department will consider rerouting the existing bicycle route in West Bellevue.

The intent of these policies is to ease the movement of traffic en route to Northlands and protect adjacent residential areas from potential negative traffic impacts.

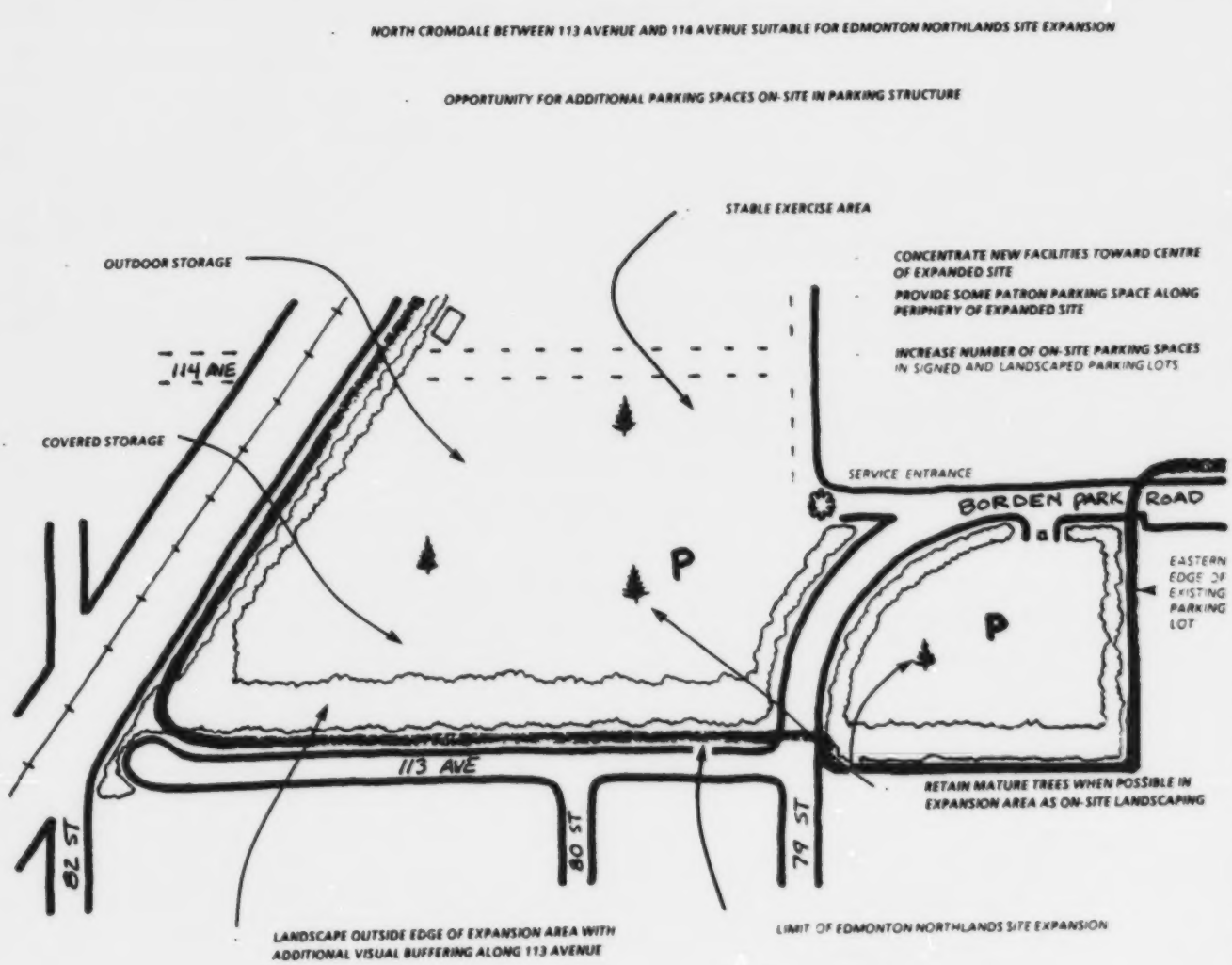
West Bellevue Expansion Area Actions

In order to implement these policies the following actions must be taken by the parties identified. Implications on timing and budget are also outlined.

Policy Reference	Action	Responsible Party	Timing & Budget
1, 7 & 8	City will meet with Northlands to develop a plan and strategy to effect the transition from residential uses to Northlands expansion area	Planning & Development Department in consultation with Northlands	Upon approval of this ARP (1990)
2, 3, 4 & 5	Designate parking lots on the periphery of Northlands expanded site in West Bellevue	Edmonton Northlands	Upon acquisition, consolidation of lots and application for development in expansion area; timing dependent on Policy 7 (Ongoing commencing 1990)
2, 3, 4 & 5	Review on-site proposals for conformity with redevelopment guidelines of the RF1 (Single Detached Residential) District (contained at back of this Plan)	Planning & Development Department	Upon receipt of proposals by Northlands; timing dependent on Policies 7 and 8 (Ongoing commencing 1990)
2, 3, 4 & 5	Redistrict new parking areas from RF1 (Single Detached Residential) District to DC5 (Site Specific Development Control) District	Northlands	When submitting applications for parking facilities in West Bellevue; timing dependent on Policy 7 (Ongoing commencing 1990)

Policy Reference	Action	Responsible Party	Timing & Budget
2, 3, 4 & 5	Redistrict areas that are for exhibition uses other than parking from RF1 (Single Detached Residential) District to US (Urban Service) District	Northlands	When submitting applications for development in West Bellevue; timing dependent on Policy 7 (Ongoing commencing 1990)
6	Move Northlands directional traffic sign on Capilano Drive to 119 Avenue turnoff from Capilano Drive	Transportation Department	Upon completion of the Capilano Drive extension (1992)
6	Improve functionality and appearance of public gateways and pedestrian entrances to the site	Northlands	Ongoing subject to Northlands annual Capital Budget; timing dependent on Policy 7 (Ongoing commencing 1990)
9 & 10	Meet with community groups to determine improvements to 116 Avenue entrance and realignment of the bicycle route	Transportation Department	Upon approval of this ARP (Consultation 1990; construction 1991-1995; construction estimates $.25M)

MAP 6
Concept for North Cromdale Expansion Area


NORTH CROMDALE BETWEEN 113 AVENUE AND 114 AVENUE SUITABLE FOR EDMONTON NORTHLANDS SITE EXPANSION
OPPORTUNITY FOR ADDITIONAL PARKING SPACES ON-SITE IN PARKING STRUCTURE
STABLE EXERCISE AREA
OUTDOOR STORAGE
CONCENTRATE NEW FACILITIES TOWARD CENTRE OF EXPANDED SITE
PROVIDE SOME PATRON PARKING SPACE ALONG PERIPHERY OF EXPANDED SITE
INCREASE NUMBER OF ON-SITE PARKING SPACES IN SIGNED AND LANDSCAPED PARKING LOTS
114 AVE
COVERED STORAGE
SERVICE ENTRANCE
BORDEN PARK ROAD
EASTERN EDGE OF EXISTING PARKING LOT
P
P
113 AVE
82 ST
80 ST
79 ST
RETAIN MATURE TREES WHEN POSSIBLE IN EXPANSION AREA AS ON-SITE LANDSCAPING
LANDSCAPE OUTSIDE EDGE OF EXPANSION AREA WITH ADDITIONAL VISUAL BUFFERING ALONG 113 AVENUE
LIMIT OF EDMONTON NORTHLANDS SITE EXPANSION

N NOT TO SCALE

North Cromdale Expansion Area

North Cromdale Expansion Area Objectives

1. To define appropriate future land uses for North Cromdale and identify potential Northlands site expansion areas.

2. To develop standards for parking areas covering location, access, design, separation space and screening of parking.

3. To create, consolidate and define entrances to Northlands' site and channelize vehicular access to the site.

4. To ensure that existing and future Northlands uses do not negatively impact Borden Park facilities and the adjacent residential neighbourhoods of Parkdale, Cromdale, and Virginia Park.

5. To develop a transition strategy that addresses the future area of operation in North Cromdale intended for Northlands.

These objectives and following policies treat the Cromdale neighbourhood north of 113 Avenue as an expansion area for Northlands site to accommodate a need for additional on-site parking, storage and horse exercise facilities for Northlands. The area consists of mainly single detached housing. It also includes the roller rink site, the Iron Workers Union building and the north portion of the Borden Park West Parking Lot. It is physically separated from Parkdale by the CN/LRT line and is bounded to the east by Borden Park. Appropriate land uses, parking arrangements, entrance and edge treatment, site access and a transition strategy for redevelopment are addressed under the following policies. Details of the Concept for the North Cromdale Expansion area are illustrated on Map 6.

North Cromdale Expansion Area Policies

1. The Cromdale area north of 113 Avenue east of the CN/LRT line to the eastern edge of the Borden Park West Parking Lot (as shown on the concept map) will be treated as a potential Northlands site expansion area (excepting 79 Street and Borden Park Road).

2. Northlands uses in this area are limited to low intensity service-oriented uses with parking east of 79 Street, and includes storage, a horse exercise yard and parking west of 79 Streets (see redevelopment guidelines contained in this document).

3. Northlands will designate parking areas on the periphery of the expanded Northlands site in North Cromdale and will indicate how people are moved easily between the parking areas and activity nodes on site.

4. At the time Northlands submits a development application for parking facilities east of 79 Street to the City, the City will consider redistricting sites from RF1 (Single Detached) District and AP (Public Park) District to DC5 (Site Specific Development Control) District for parking purposes (see redevelopment guidelines contained in this document).

5. Northlands will develop parking facilities in North Cromdale in the form of parking structure(s) and/or surface lots, attractively landscaped using existing mature trees where possible, adequately lit, identified separately from other uses on-site and screened around the edges with additional berming provided where adjacent to non-Northlands uses (see redevelopment guidelines contained in this document).

The intent of these policies is to allow expansion of Northlands site into this area to accommodate low-intensity uses which have the least amount of impact on adjacent community uses.

6. The City will consult with Northlands to effect the transition from City-owned land east of 79 Street to a Northlands controlled parking lot.

7. The City and Northlands will terminate the existing shared parking agreement for Borden Park parking lots upon completion of a new Northlands parking lot east of 79 Street south of Borden Park Road as part of Northlands site expansion plans.

The intent of these policies is to create a Northlands parking area separate from Borden Park parking areas through negotiations between the City and Northlands.

8. The Planning and Development Department will meet with Northlands to develop a plan and strategy for timely and orderly expansion of Northlands' site in North Cromdale.

9. At the time Northlands acquires enough lots in North Cromdale to add to its site, it will submit redistricting, road closure and subdivision proposals to the City which demonstrate the least amount of impact on adjacent residential development, in accordance with the plan and strategy formulated through Policy No. 8 (above).

The intent of these policies is to assist Northlands with an orderly and timely transition of the area from residential uses to expanded site uses.

10. A minor service entrance to Northlands site will be located on 79 Street north of Borden Park Road.

11. The Transportation and Public Works Departments will reconfigure the intersection of 79 Street and Borden Park road to facilitate traffic enroute to Northlands.

12. The Transportation Department will consider rerouting the existing bicycle route in North Cromdale.

The intent of these policies is to ease the movement of service vehicles and patron traffic to Northlands site and protect adjacent areas from potential negative traffic impacts.

13. The City will conduct a detailed urban design review of the CN/LRT Corridor along the western edge of the expansion area including the right-of-way and abutting lands as part of a corporate approach to improve the appearance of the entire CN/LRT corridor. Furthermore, the Civic Administration will consult with CN, Northlands and affected communities to determine the following:

    - the nature of improvements that can/should be implemented including the construction of an LRT stop between the Coliseum and Stadium LRT stations; and
    - the method of cost sharing improvements identified under this review.

The intent of this policy is to beautify the LRT corridor and promote the use of transit serving the Northlands site during major events.

North Cromdale Expansion Area Actions

In order to implement these policies the following actions must be taken by the parties identified. Implications on timing and budget are also outlined.

Policy Reference	Action	Responsible Party	Timing & Budget
1, 8 & 9	City will meet with Northlands to develop a plan and strategy to effect the transition from residential uses to Northlands expansion area.	Planning and Development Department in consultation with Northlands	Upon approval of this ARP (1990).
2,3, 4 & 5	Review on-site proposals for conformity with redevelopment guidelines of the RA7 (Low Rise Apartment) District, RA8 (Medium Rise Apartment) District, RA9 (High Rise Apartment) District, RF1 (Single Detached Residential) District and AP (Public Parks) District (contained at the back of this Plan).	Planning and Development Department	Upon receipt of proposals by Northlands; timing dependent on Policies 8 and 9 (Ongoing commencing 1990).
3, 4 & 5	Designate parking lots on the periphery of Northlands expanded site in North Cromdale.	Edmonton Northlands	Upon acquisition, consolidation of lots and application for development in the expansion area; timing dependent on Policy 6 (Ongoing commencing 1990).
6 & 7	City will consult with Northlands in development of a Northlands parking lot east of 79 Street and termination of existing parking agreement for sharing the west Borden Park parking lot.	Planning and Development Department	Upon approval of this ARP; once the parking lot is constructed the existing agreement will be terminated (1990)

Policy Reference	Action	Responsible Party	Timing & Budget
1, 2, 3, 5, & 9	Redistrict on-site expansion area west of 79 Street from RA7 (Low Rise Apartment) District, RA8 (Medium Rise Apartment) District and RA9 (High Rise Apartment) District to US (Urban Services) District.	Northlands	When submitting applications for development in North Cromdale west of 79 Street; timing is dependent on Policy 8 (Ongoing commencing 1990).
2, 3, 4, 5 &9	Redistrict on-site expansion area east of 79 Street from RF1 (Single Detached Residential) District and AP (Public Parks) District to DC5 (Site Specific Development Control) District for parking purposes.	Northlands	When submitting applications for Northlands site development in North Cromdale east of 79 Street; timing is dependent on Policy 8 (Ongoing commencing 1990).
10, 11 & 12	Assess and implement improvements to 79 Street and Borden Park Road.	Transportation and Public Works Departments in consultation with Edmonton Northlands.	Upon consolidation of Northlands expansion lands and closure of 79 Street as a public access to Northlands site.
13	Conduct detailed urban design review on CN/LRT corridor within Plan area determining improvements that can/should be implemented including the construction of an LRT stop between the Coliseum and Stadium LRT stations.	Transportation Department (Transit Division) in consultation with Parks and Recreation and Planning and Development Department, Northlands and Canadian National	In conjunction with overall Northeast CN/LRT Beautification Program; Capital Budget estimate of $.1M (1990 on).

Northlands Area Redevelopment Plan Monitoring

Northlands Plan Monitoring Objectives

1. To ensure the Northlands Plan remains a relevant guide to land use and development for the Plan area over the next 15 years.

2. To regularly review progress on the Plan's implementation.

These objectives and following policies are designed to ensure the Plan is updated as necessary and reviewed on a regular basis to remain timely over the duration of the Plan period.

Northlands Plan Monitoring Policies

1. The Planning and Development Department will carry out a review of the Northlands Area Redevelopment Plan every five years in consultation with relevant civic departments, the community and Northlands to determine relevancy and effectiveness of the Plan in meeting its goal and land use principles and recommend Plan amendments when necessary.

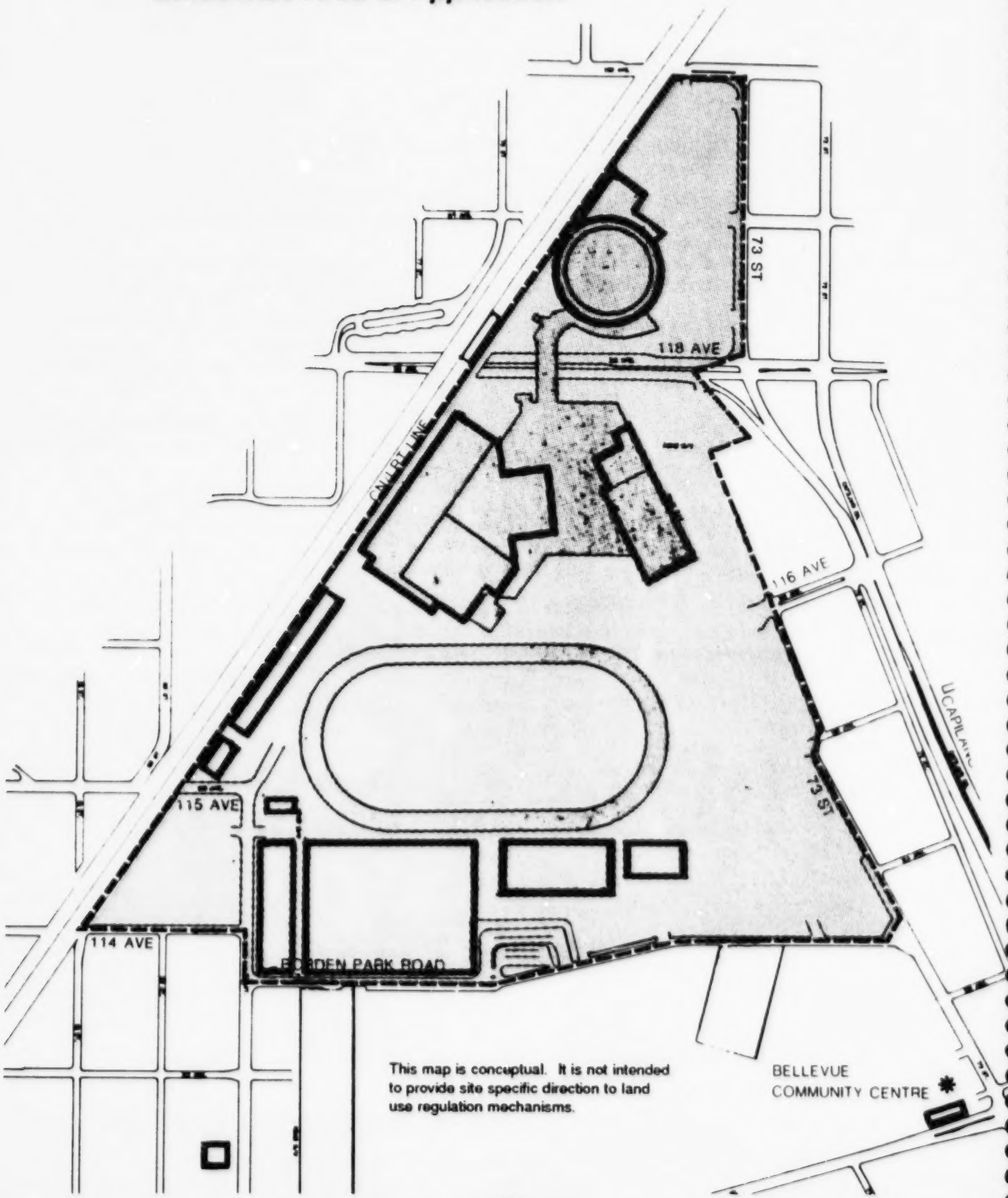
2. Each year the responsible department/party for implementing the action items specified in the Plan will provide an update of progress made to the Planning and Development Department for inclusion in the Plan monitoring process and the five year reviews.

3. Action items with budget implications will be submitted by the relevant department/party for inclusion in their annual budgets and submissions in the five year capital budget process.

4. The City Clerk's Office will forward Northland's annual capital budget submissions and any long term master plans received from Northlands to the Planning and Development Department and Finance Department for review prior to City Council receiving them as information.

These policies are intended to provide mechanisms for ongoing review and updating of the area redevelopment plan and to track progress on its implementaiton. They also ensure that relevant issues may be identified and addressed.

US (Urban Services District) Redevelopment Guidelines Area of Application



Redevelopment Guidelines

US URBAN SERVICES DISTRICT
(Section 510, Land Use Bylaw)

Area of Application

The existing Edmonton Northlands site generally located between Capilano Drive/73 Street and the CN/LRT line south of 120 Avenue and north of 114 Avenue and Borden Park Road (see adjacent map).

Rationale

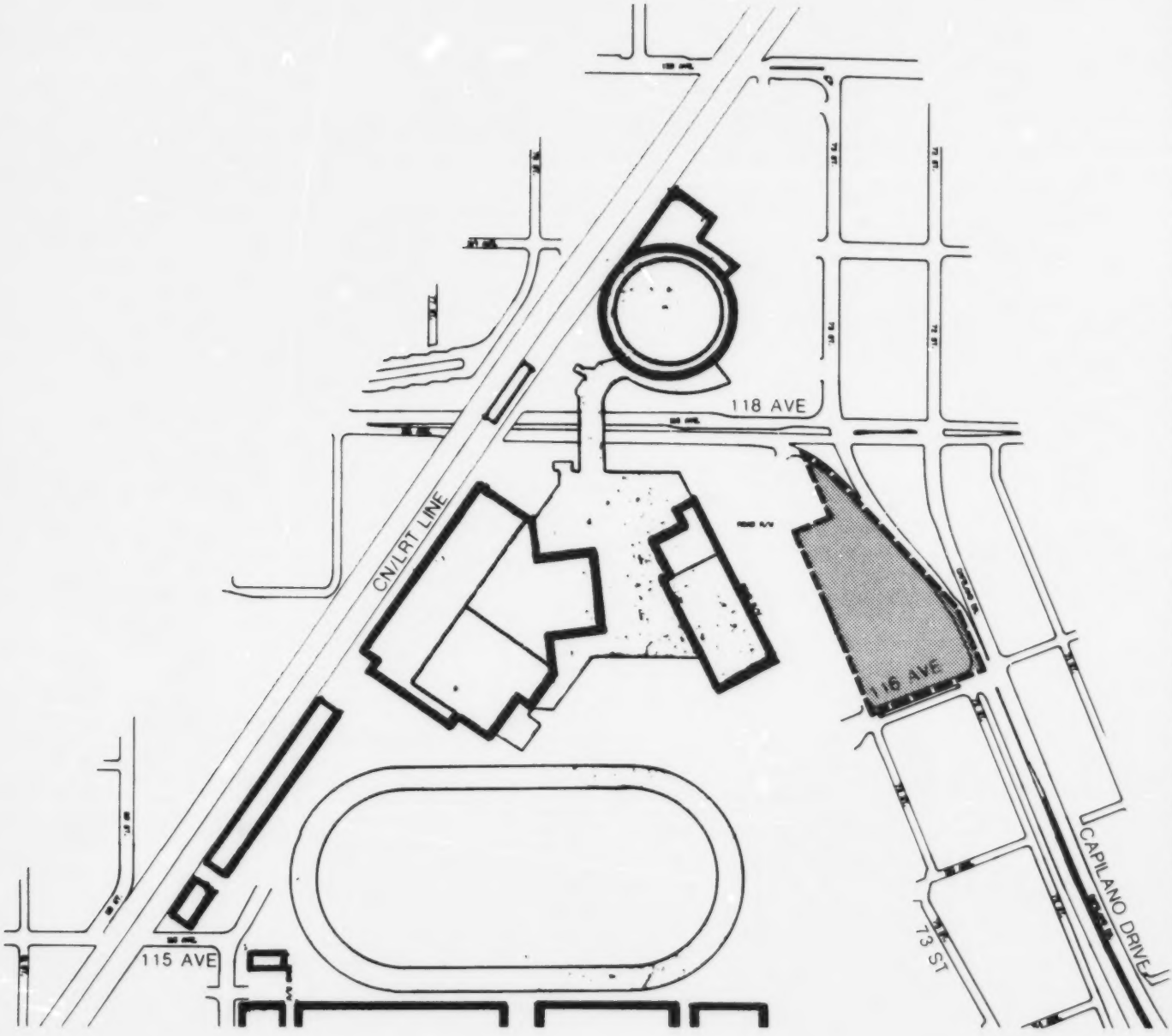
To allow for development of Northlands facilities on-site.

Redevelopment Guidelines

The Development Officer will have regard for the following guidelines when reviewing development applications in this area:

- development should be concentrated in the central portion of the Northlands site
- development should be orientated to the interior of Northlands site away from adjacent non-Northlands uses
- uses should be screened from adjacent uses around the edges of the site
- scale, height, intensity and built forms of development should exhibit sensitivity to existing development on-site to create unity on-site as well as sensitivity to potential development in areas next to Northlands site
- proposals which improve the appeal of Northlands site as a unified, major attraction in Northern Alberta are encouraged
- proposals for development must include an analysis of impacts on adjacent community uses
- proposed parking facilities should be located on the periphery of the site and designated as parking areas with screening and landscaping
- parking structures on-site to facilitate parking supply needs will be encouraged
- proposals for parking facilities should include measures to facilitate the movement of people from parking areas to activity nodes on-site

DC5 (Site Specific Development Control District)
Redevelopment Guidelines Area of Application



This map is conceptual. It is not intended to provide site specific direction to land use regulation mechanisms.

DC5 SITE SPECIFIC DEVELOPMENT CONTROL DISTRICT
(Section 750, Land Use Bylaw)

Area of Application

The existing parking lot on Edmonton Northlands site generally located between 116 Avenue and 118 Avenue west of Capilano Drive (see adjacent map).

Rationale

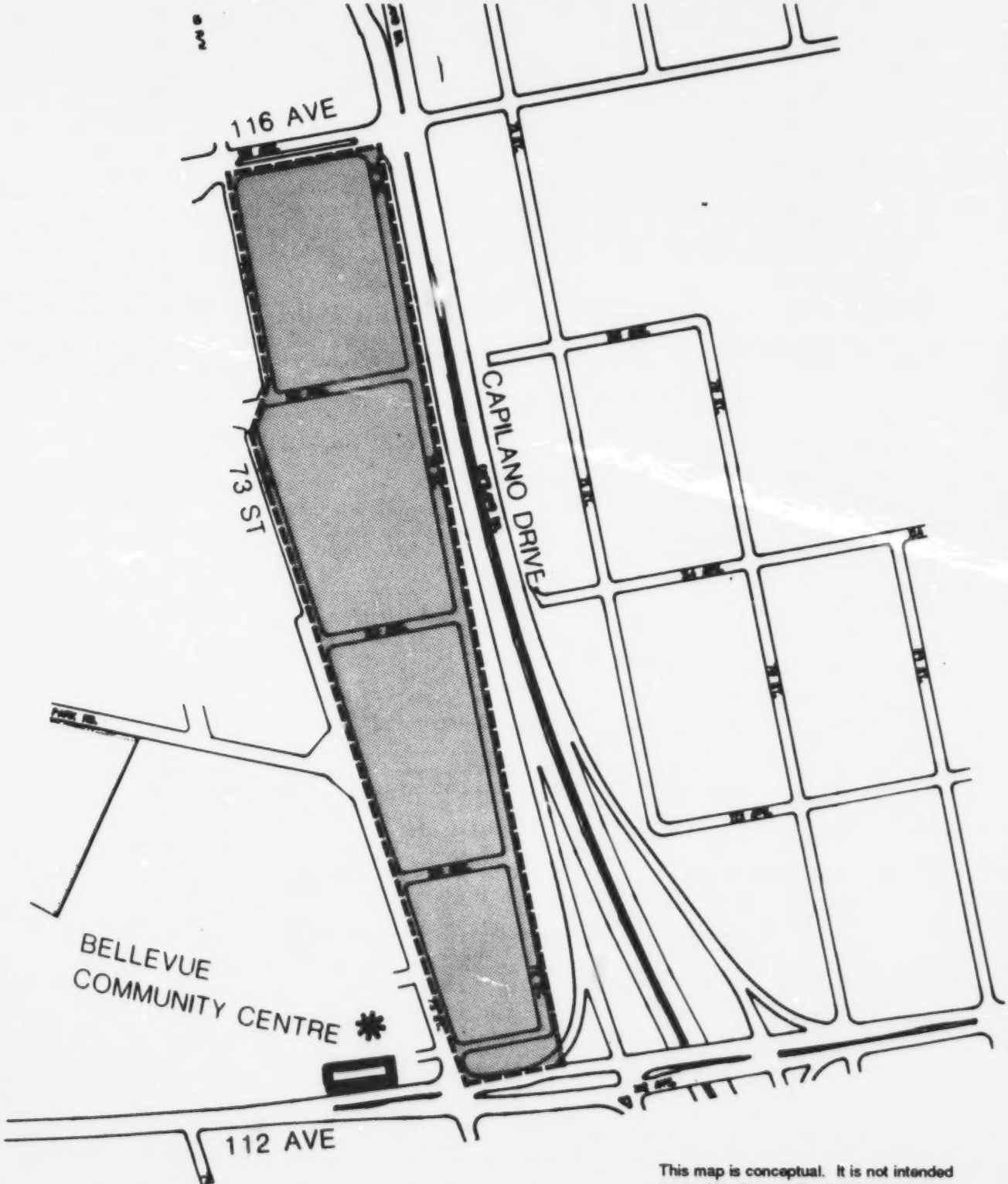
To allow parking lot uses to continue in this area until such time that Northlands proposes to develop it for other facilities at which time any lost parking will be replaced on-site. At that time the redevelopment guidelines will be applied.

Redevelopment Guidelines

The Development Officer will have regard for the following guidelines when reviewing development applications in this area:

- any Northlands uses other than parking should be accommodated under a redistricting to US (Urban Services) District for which the US guidelines contained in this plan are appropriate.
- any parking facilities lost with proposed development will be replaced by either incorporating the stalls lost in the proposed development (in addition to those required for the proposal) or providing a new parking facility on the periphery of the Northlands site to offset the loss.
- any surface parking facilities proposed to replace the existing parking lot should be accommodated through a redistricting to DC5 (Site Specific Development Control) District.
- parking areas should be designated, screened around the edges and landscaped.
- parking structures will be encouraged on-site.
- proposals for parking facilities should include measures to facilitate the movement of people from parking areas to activity nodes on-site.

RF1 (Single Detached Residential District) and CNC (Neighbourhood Convenience Commercial District) Redevelopment Guidelines Area of Application



This map is conceptual. It is not intended to provide site specific direction to land use regulation mechanisms.

RF1 SINGLE DETACHED RESIDENTIAL DISTRICT (Section 110, Land Use Bylaw)

CNC NEIGHBOURHOOD CONVENIENCE COMMERCIAL DISTRICT (Section 310, Land Use Bylaw)

Area of Application

The four block residential area of West Bellevue between Capilano Drive and 73 Street south of 116 Avenue and north of 112 Avenue (see adjacent map).

Rationale

To allow residential uses and landscaping to continue in the area until such time that Northlands expands its site to include this area. At that time the redevelopment guidelines will be applied.

Redevelopment Guidelines

The Development Officer will have regard for the following guidelines when reviewing development applications in this area:

- this area is suitable as an expansion area for Northlands site
- any uses other than parking for Northlands site as on-site expansion should be accommodated under a redistricting to US (Urban Services) District
- development should be orientated to the interior of Northlands site away from adjacent non-Northlands uses
- uses should be screened around the edges of the site
- scale, height, intensity and built form of development should exhibit sensitivity to existing development on-site to create unity as well as sensitivity to potential development in areas next to Northlands site
- proposals for development must include an analysis of impacts on adjacent community uses.
- the south portion of this area is suitable for development of on-site parking for Northlands and a redistricting to DC5 (Site Specific Development Control) District for provision of parking will be considered appropriate
- should Northlands expand their site area to include all of West Bellevue the area should primarily provide parking
- parking areas should be designated, screened around the edges and landscaped
- parking structures will be encouraged on-site
- proposals for parking facilities should include measures to facilitate the movement of people from parking areas to activity nodes on-site

RA7 (Low Rise Apartment District), RA8 (Medium Rise Apartment District) and RA9 (High Rise Apartment District) Redevelopment Guidelines Area of Application

This map is conceptual. It is not intended to provide site specific direction to land use regulation mechanisms.

RA7 LOW RISE APARTMENT DISTRICT (Section 210, Land Use Bylaw);
RA8 MEDIUM RISE APARTMENT DISTRICT (Section 220, Land Use Bylaw); and
RA9 HIGH RISE APARTMENT DISTRICT (Section 230, Land Use Bylaw).

Area of Application

The three block residential area in Cromdale north of 113 Avenue to 114 Avenue, west of 79 Street to the CN/LRT line (see adjacent map).

Rationale

To allow residential uses to continue in this area until such time that Northlands expands its site to include it. At that time the redevelopment guidelines will be applied.

Redevelopment Guidelines

The Development Officer will have regard for the following guidelines when reviewing development applications in this area:

- this area is suitable as an expansion area for Northlands' site
- low intensity service uses are appropriate
- any on-site Northlands expansion uses should be accommodated under a redistricting to US (Urban Services) District
- uses should be screened around the edges of the site with additional buffering along 113 Avenue where the site meets adjacent non-Northlands uses
- scale, height, intensity and built form of development should exhibit sensitivity to existing development in areas next to Northlands' site
- proposals for development must include an analysis of impacts on adjacent community uses
- parking structures will be encouraged on-site

RF1 (Single Detached Residential District) and AP (Public Parks District) Redevelopment Guidelines Area of Application

This map is conceptual. It is not intended to provide site specific direction to land use regulation mechanisms.

RF1 SINGLE DETACHED RESIDENTIAL DISTRICT (Section 10, Land Use Bylaw); and
AP PUBLIC PARKS DISTRICT (Section 530, Land Use Bylaw).

Area of Application

That area north of 113 Avenue to Borden Park Road, east of 79 Street to the eastern edge of the Borden Park West Parking Lot consisting of residential and parking lot uses (see adjacent map).

Rationale

To allow residential uses and parking lot uses to continue in this area until such time that Northlands expands its site to include this area. At that time the redevelopment guidelines will be applied.

Redevelopment Guidelines

The Development Officer will have regard for the following guidelines when reviewing development applications in this area:

- this area is suitable as an expansion area for Northlands' site to accommodate parking facilities
- proposals for development must include an analysis of impacts on adjacent community uses
- a redistricting to DC5 (Site Specific Development Control) District for provision of parking will be considered appropriate
- parking areas should be designated, screened around the edges and landscaped
- parking structures will be encouraged on-site
- proposals for parking facilities should include measures to facilitate the movement of people from parking areas to activity nodes on-site.